Det Bel Isle & Windsor Ferry Co. 67

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. IX NO. 32. CLEVELAND, O., AUGUST 11, 1887. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

T. W. Bristow buried his little infant on Friday.

George Presley went to Chautauqua yesterday.

The tug Music got some slight repairs to her boiler.

The Globe Iron Works Co. is building six triple expansion engines.

Captain M. M. Drake, of Buffalo, is in the city on business for the Lackawanna line.

David Vance, of Milwaukee, is in the city sizing up the steamer Frank L. Vance.

A rumor is current that parties are preparing to build another drydock at this port.

Captain Thomas Maytham, is in the city looking after the rebuild of the steamer Northener.

The steamer Superior, Captain Chris. Moran, is in Cleveland drydock to have a leak stopped and some calking.

The captain of the I. N. Foster reports his schooner as being on a flat rock out one and one-half feet forward and three feet aft. She is not leaking.

The new steamer Yakima, building at Quayle's yard is rapidly nearing completion. She will be launched in time to enable her to get in several trips this season.

The schooner Republic, recently purchased by Thos. Axworthy and now at the Cleveland drydock for repairs is an old timer. She was built at Clayton, by Oades, in 1854.

A complete fit out of wire rigging for the propeller Northern has been received from D. S. Austin & Co., the well known shipchandlers of Buffalo. The Northerner will soon be ready for business.

C. Willard & Co., who have succeeded R. L. Willard have quite a lot of boat work on hand. Their engagements include the new steamer at Radcliffe's yard and that at Quayle's for Captain Wilson.

Masters of vessels complain quite generally that fog whistles along the lakes are not sounded, and entirely agree with the schooner Sumatra that there ought to be something done about it.

The Globe Iron Works Co. has their new machinery all at work. The new buildings of the company are all completed and the new plant at work. The riveter, punches, and other tools give good satisfaction.

The propeller Aurora, building at Murphy's yard for Messrs. Corrigan and Mack, will probably be launched on the 20th. She will be towed to Buffalo to receive her boilers, which are being built by Riter.

The keel has been laid for the Lehigh steamer. She will have a triple expansion engine, a good many points recently introduced on ocean steamers. Her machinery will be built by the Globe Iron Works Co.

At Radcliffe's yard the Nellie Redington received new timber heads; the Emma C. Hutchinson new quarters and stem; the Handy Boy, Fred A. Morse, George A. Warmington and J. G. Masten slight repairs.

The Cleveland Shipbuilding Co. has closed contract with the Lackawanna Co., represented by Captain M. M. Drake, for two steel steamships. The dimensions are 260 feet keel, 275 feet over all, 38 feet beam, 25 feet depth.

A slight fire occurred on board the steamer Robert R. Rhodes, lying at the ore docks, near the water works, by some accident in the engine room. After the arrival of the fire boat, however, the flames were soon extinguished with a damage of only one hundred dollars.

At the Cleveland drydock since last report the R. J. Hackett, had bottom calked and leak stopped. The steambarge Superior, Captain C. Moran, had buts calked and leak stopped. The tug Charles Castle was in dock to get shaft straightened. The Oregon got some slight repairs; the Josephine a new spar; the Barker two new spars.

Mr. George Presley, who recently retired from the management of the Cleveland drydock, seems bent on enjoying himself and insists that all of his sons and daughters shall assist him. He took his wife, and George Jr. and his wife and two children and his wife's sister, Louis and his wife and son, and Charley and his wife to Niagara Falls last week. It is not said that Mr. Presley chartered a car for the family but it is presumed that he did.

The Globe Iron Works Co., which has erected two new shops at their yard, that on the west end being 200 by 40 feet, and that on the east end 175 by 40 feet, is now prepared to forward work with great dispatch. The new tools are all in place and at work.

Captain John Wright, of the barge Commodore, sold his one-eighth interest in that vessel at this port for $1,600. The purchasers were Pinet and others, of Saginaw, who were owners of the remainder of the vessel. Captain Wright had owned in and sailed the Commodore ever since she came out, about eight years ago. Mr. J. Demsky, of East Saginaw, was made master of the Commodore in his place.

The steamship building at Radcliffe's yard is fast drawing to completion the bed plate is down and the machinery is going in. The boilers will go in next week. The decks are all laid and joiners are at work. She has been named the Frank L. Vance and will be launched on Mr. Vance's birthday, somewhere about the 3d of September. The additional ground which Mr. Radcliffe has secured west of the Globe Iron Works Co's., yard will enable him to at once put on the blocks, the keel for Captain Minch's, new steamer.

The lumber barge Arcturus arrived here Monday and the captain reports the loss of a sailor in Thunder Bay. His name was Peter Neilson and he shipped at Cleveland fifteen days ago. The men were engaged in shifting the main boom when Neilson fell overboard. Being unable to swim he went down before the boat could be lowered.

The first crib of the new eastern arm of the breakwater was towed to position and anchored Monday. Five more cribs have been built and anchored inside the old breakwater, ready for the same proceeding as soon as the stone for anchoring them can be brought from the Islands, and others will be placed at once. Masters and pilots will do well to make a note of the above fact and look out for a light which will be placed on the new structure every night. The location of the crib and light is 500 feet directly east of the flash light on the east end of the old breakwater.

The fire in the Winslow block on river street was a very disastrous one and completely destroyed the vessel supply store of J. C. Hemmeter. The alarm was sounded at 8:30 on Monday evening and responded to by three steamers and the fire boat. The fire boat, owing to its location three miles up the river, however, did not arrive at the scene of the conflagration until five minutes of 9'clock, she having to pass through a number of bridges, which gave the flames such a start that they could not be overcome on account of the inflammable material in the store, and the roof and two floors had fallen in. But the appearance of the fire boat on the scene assured the spectators that the blaze would be confined to the one store room, and she was welcomed with a cheer. A section of the third story wall had also dropped inward, and the lower part looked so insecure that the firemen were ordered to keep away from the dock. The flames shot up from the rear of the building and illuminated the river as far as the viaduct. The glare was plainly observable in all parts of the city. Several large boats were lying on the opposite side of the stream, and their crews were kept busy extinguishing the thousands of sparks that fell on the decks. A big stream of water, nearly three inches in diameter, was thrown into the burning mass, and in ten minutes the fire was under complete control. Later on two 2-inch streams were played on the fire from the boat, and in less than ten minutes the fire was practically extinguished. During the day the fire boat lies at the foot of Superior street, not a thousand feet from the burned building. The fire commissioners have deemed it advisable, however, to station it at the foot of Ohio street after 6 p. m., in order to protect the lumber districts. This fire should prove to the commissioners that the policy of running the fire boat up the river and away from the shipping and more densely populated section along the river is wrong and should be changed. The danger from fires at the lower end of the river is tenfold greater than it is at the upper end. Besides, the amount of damage to property that can be destroyed in ten minutes is so much greater. Valuable ore and coal carriers find their docks below and the river is there bordered by many costly buildings, filled with merchandise of all descriptions. Say that the lumber yards are at all times subject to fire, and the fire boat at the foot of Superior street, no great amount of property could be destroyed before she could oppose her vast streams of water. While much lumber could be destroyed in the intervening five or ten minutes between the sounding of the alarm and her arrival, it would make no comparison with the amount of property in buildings and merchandise that might be destroyed in the closely built up portion along the river below Merwin street bridge and the large amount of shipping along the coal and ore docks. Then, gentlemen of the commission, let us have the fire boat stationed below Merwin street bridge.

CHICAGO.

Special to the Marine Record.

On Tuesday there was a good demand for vessel room, and as ready tonnage was only in moderate supply, rates were firm. They ruled at 3¼ cents for wheat to Buffalo and 3 cents for corn. Rates to Georgian Bay were 2½ cents for corn and 2¼ cents for oats. Canal rates were steady at 5 cents for wheat and 4½ cents for corn, free of Buffalo charges. Lumber freights remain firm at old rates.

At Miller Bros.' drydocks the tugs Van Schaick and Rebel were in dock to have leaks stopped, and the Rebel also received new stern, stanchions, covering board, rail, and deck forward; the steamer Unadilla for leak stopping and repairs to stern bearing and machinery; the steambarge Newburg was in for repairs to bottom; schooner Cape Horn received a new mast; schooner York State a new boom; schooner Scotia a new jibboom; steambarge Minnesota some new bulwarks; the steambarge S. C. Hall had her deck calked; the tug Flossie Thielcke was at the derrick for repairs to her stern bearing.

At the Chicago drydock the steambarge Nellie Torrent was in for a general overhauling and calking; the steambarge Berrien for a new shaft; the schooners Minnie Slauson, Andrew Jackson and Jessie Drummond and the propellers Jay Gould and Josephine received general repairs.

Monday evening the steamer Ivanhoe and the schooner Scotia collided in the river just as the excursion boat was leaving on its evening trip on the lake. The Ivanhoe had left its moorings at the Clark street bridge and steamed up the river, near the Wells street bridge in order to have room to head about. The decks were filled with passengers who were bent on the evening's enjoyment. The Wells street bridge opened as the Ivanhoe neared it to let the Scotia through on its way down the river. The signals of the tug and the steamer were misunderstood, and the two boats come together, the jibboom of the Scotia being carried away. Some slight damage was inflicted on the Ivanhoe. The Scotia was delayed in port while a new jibboom was being made and fixed.

Captain St. Clair, the steamboat inspector, suspended the license of Levi Mann, the captain of the excursion boat Ivanhoe, pending an investigation into the cause of the collision between the Ivanhoe and the schooner Scotia. Captain Napier has been put in command of the Ivanhoe.

The steamship John F. Eddy took on too big a load and caused considerable trouble and expense to herself and delay to passengers at the bridges where she got aground in the draws, during Saturday night and Sunday.

Since the Vessel Owners' Association advanced the rate of wages paid to seamen the regular association office has been almost ignored. Union men can and are being secured at $1.75, and sailors who have so long been true to organization's interests are being neglected.

Robert J. Nelson, second cook on the steamer Chicago, was drowned Monday while in bathing. He was seized with cramps, drawn under the hull, and drowned. Nelson was a resident of Windsor, Canada.

Complaint was lodged against John Cameron, Chicago manager of the Northwestern national insurance company, some days ago by three members of the local board of marine underwriters. He was charged with deviating from established rates on grain cargoes, and last Thursday the secretary formally notified him to appear for trial before the board. He failed to appear and after waiting a reasonable time the board adjourned after voting him guilty under the provisions of by laws of the Chicago board of marine underwriters, which prescribes that persons found guilty shall be brought before the committee for expulsion or suspension. Cameron is one of the heaviest insurance agents in the northwest, and his action in permitting his case to go by default was the sole topic of talk among marine men. He refused to talk about the matter.

Captain McAuley, of the Oneida, the steambarge that ran into Lake street bridge Monday, deposited $200 with the city as a surety that the city would recover the damage done to the bridge. The captain stated that he tried to signal the engineer to stop, but the bell-cord broke, and before he could do anything the accident had happened.

The Lake Michigan and Lake Superior Transportation Co.'s steamer J. L. Hurd, on her arrival here, will go to the drydock for a new wheel.

Captain E. B. Fuller, who died at Port Sherman, Mich., Wednesday, has sailed the lakes for thirty-three years.

The fine new passenger and freight propeller A. D. Hayward was badly damaged by fire last Thursday morning at 10 o'clock. The propeller arrived from Whitehall, Mich., on Wednesday night, with a load of 300,000 feet of green pine, and a full passenger capacity. She discharged her passengers at O'Connor's dock and moved up the South branch to Robert L. Henry's lumber yard to unload her cargo. Here a gang of men were at work ridding her of her lumber when a cloud of flame suddenly burst up through the man-hole of the boiler room. In a moment the entire after part of the vessel was enveloped in flames. The fire originated in the hull of the vessel by the boiler room, communicated to the engine-room above, made its way up to the passenger cabin on the hurricane deck, state rooms, kitchen and pantry, sweeping everything before it. The fireboat Geyser and four engines had hard work to confine the fire from crossing to the forward deck and burning downward to the water line. As it is, the new boat sustained damages which will require between $7,000 and $8,000 to repair.

Herman Fisher, the fireman, was down in the boiler room painting. He was perched on a crossbeam, paint pot in one hand and a lantern in the other. The lantern suddenly fell below, broke and set the liberated oil ablaze. Fisher, in getting down to extinguish it, got his foot afoul of the paint pot, upset it, and sent its contents full down upon the burning oil below. The fire then shot upward, alarmed those at work overhead, and Fisher was dragged out of his perilous quarters, more dead than alive. His face, hands, and breast were badly injured. He was removed to the county hospital, where he was doing as well as could be expected. The loss is fully covered by insurance, as she is placed in the Continental Marine, of New York, for $20,000. The Hayward is 147 feet over all, 29 feet beam, and 11 feet depth of hold. Her engine, 12-inch stroke, is badly damaged, as is also her boiler. She had twelve state rooms, 6 feet square, each supplied with a single and double berth; these, together with a 56-foot cabin, were totally destroyed. The boat was on her fifth trip, and already an assured success. She will be taken to Manitowoc, where she was built, for repairs.

WILLIAMS.

[Continued on 5th page.]

MARITIME LAW.

COLLISION—TOW AND FERRY BOAT—RULE OF THE STARBOARD HAND—SPECIAL RULE TO AVOID FERRY BOATS—RIGHT OF WAY—RISK OF COLLISION—VESSEL MAY KEEP COURSE BUT MUST STOP AND BACK.

U. S. District Court, Southern District of New York.

1. Though a boat has the right of way, she is not absolved from the duty of stopping and backing, when there is risk of collision.

2. The tug Seuff was coming down the North river, when she saw the green light of the ferry boat Pavonia some two points on her starboard bow; her witnesses testified that the tug whistled twice and the Pavonia once, whereupon the tug stopped and backed. The witnesses for the ferry boat testified that they saw ahead the green light of the Seuff a little off the port bow; that one whistle was given her then a second single blast, to which the Seuff replied with two; that at the last signal the Pavonia had commenced to round into her slip and she continued at full speed, until the starboard bow of a railroad float, in tow of a tug, struck her about the wheel house. The rounding course of the ferry boat was known to the pilot of the tug. Held, that as the ferry boat and her course were recognized by the Seuff, the latter was bound to have avoided her under the general rule of the starboard hand, as well as the special rule to keep out of the way of ferry boats approaching their slips; and for attempting to cross the course of the Pavonia the Seuff, was in fault. Held, also, that the continued view of the green light of the Seuff at about the same bearing from the ferry boat should have shown the latter that the tug was swinging to the eastward, and was such evidence of "risk of collision," as made it obligatory upon the ferry boat to stop and back; that for failure to do so the Pavonia was also in fault.

Brown, J. At a few minutes past 7 in the evening of October 12th, 1885, as the large steam ferry boat Pavonia, bound from Pavonia ferry, Jersey City, was rounding to make her slip at 23d street, North river, she was struck about her wheel house by the starboard bow of a large railroad float coming down river in tow and alongside of the steamtug Charles H Seuff. Both boats sustained some damage, for which this suit was brought.

The testimony is quite irreconcilable as to the general bearing of the boats from each other, and the lights that were visible by each. The conflict, however, can be partly explained by the different positions of the boats at different times and the probably imperfect statements of the lights that were visible during the entire time that they ought to have been seen.

There is considerable difference in the estimate of the distance of the place of collision from the New York shore. It was probably from 600 to 800 feet, abreast of 20th or 21st street. The witnesses all agree that the current was ebb except near the New York shore.

Numerous witnesses for the Pavonia testify that after leaving Pavonia ferry, which is 1¾ miles further down the river than 23d street ferry, the ferry boat worked gradually up and across the river, until when abreast of 13th street, she was within about 400 or 500 feet of the New York shore; that there the wheel was starboarded somewhat so as to haul off a little further from the shore preparatory to rounding into the slip at 23d street; that when opposite about 16th street, the green and white lights of the Seuff were seen about two points off the port bow to the westward of the middle of the river and from a quarter to a half a mile distant; that a signal of one whistle was given her, but not receiving any answer, a second similar whistle was given soon afterwards, to which a reply of two blasts from the Seuff was received; that no other signals were given or heard; that the Pavonia at the last signal had commenced to round to make her slip, and continued on at full speed, or about 10 or 11 knots, until the collision, all the time seeing the green colored lights only of the Seuff, which seemed to be following them up to the eastward.

The witnesses on the part of the Seuff state that coming out from 38th street pier, after passing to westward of a man-of-war anchored nearly in mid-river off 26th street, she headed nearly down river only a little to the westward, and when off 23d street, saw the green light of the Pavonia a couple of points on her starboard bow; that she gave the Pavonia her signal of two whistles and got an answer of one blast, whereupon she slowed and stopped and backed until the collision, when she claimed her headway was stopped. The pilot of the Seuff was familiar with the route of the Pavonia ferry boats, and recognized the Pavonia and knew her destination and the general ordinary course of such boats in rounding into the slip.

It is probable that the green light only of the Pavonia may have been visible to the Seuff for a few minutes while she was under a starboard helm in going above 13th street; but before that, her red light only; or possibly, both colored lights must have been visible to the Seuff as she came from 16th street downwards. But whatever may have been the light seen at that moment, as the Pavonia and her destination were recognized, her course was the turn necessary for her to take in entering her slip as usually practised. The Seuff according to her own testimony had her on her starboard hand and was bound to avoid her under the general rule, as well also as under the special rule applicable to ferry boats approaching their slips. The John S. Darcy, 29 Fed. Rep. 644, 647, and cases there cited.

The Seuff being at a safe distance near the middle of the river, in starboaring her wheel, as she manifestly did in order to come nearer to the New York shore, voluntarily and without justifiable cause, undertook to cross the known and necessary path of the Pavonia in making her slip. The pilot probably thought the Pavonia was sufficiently distant to enable him to do this safely. He was mistaken in this; though he starboarded so much as to bring the tug and tow considerably out of her course to the eastward at the time of the collision. There was plenty of room to the westward unobstructed and he had no reason to suppose that the Pavonia would continue so far out in the stream as to make any difficulty in his passing her port to port. If she was at any time two or three points on the Seuff's starboard bow, I am satisfied that it was only because the Seuff was headed considerably more than her witnesses admit toward the New York shore. I must hold the Seuff, therefore, to blame for undertaking to cross the known course of the ferry boat instead of keeping out of her way as she should have done. The John S. Darcy, *supro*.

2. While the principal fault in this action is, doubtless, chargeable upon the Seuff, for the reason above stated, I find it impossible to hold the Pavonia free from blame, keeping in view the stringent obligations to avoid collisions and other perils to life and property which this court can never relax. For a considerable time before the collision the green light of the Seuff was seen from the ferry boat continuing upon about the same bearing. This was evidence to the Pavonia for a considerable time that the Seuff was swinging to the eastward, otherwise the Seuff must have broadened off the Pavonia's bow. The courses of the two boats were therefore clearly crossing and the continued absence of the Seuff's red light from sight when the boats had approached within a quarter of a mile of each other, it seems to me, was such clear evidence of a "risk of collision," as made it obligatory upon the ferry boat to stop and back under the 19th rule of navigation. Though she might keep her course, she was not absolved from backing. The Galileo 28 Fed. Rep. 469, 473; the J. S. Darcy, *supra*; the Aurania, 29 Fed. Rep. 98, 124. A vessel cannot be held blameless in not observing the statutory rule, except where it is entirely clear that a timely obedience to the rule would not have avoided the collision, and that the only chance of escaping, it, or of lessening the damage, was a departure from the statutory requirement. This is by no means clear in this case. It must moreover, be infered from the testimony that the inspector's rule requiring an exchange of whistles when vessels come within half a mile of each other was not promptly observed; nor could there have been a reasonable repetition of signals by the Pavonia, as required on the Seuff's failure to reply, before the two blasts from the Seuff when the collision was so near. The damages and costs must therefore be divided.

June 21. 1887.

AN ICE-BREAKING VESSEL.

Letters patent have been issued in the United States to Mr. Robert Romaine for an ice-breaking vessel, the object of which is stated in the specifications as: "First, the keeping open during winter seasons of navigable waters and streams for the purpose of preventing compact and field ice accumulating and forming into jams, thereby causing floods and inundations through the breaking-up of the ice in running streams, rivers and lakes; and, second, the breaking and smashing into small pieces and then removing the solid bodies of thick ice in early spring, after having accumulated and fastened during the previous winter season around and between wharves, basins and harbors, thereby facilitating the early navigation and arrival of vessels in the spring and prolonging their stay in the fall of the year."

The invention comprises a steel or iron hull, scow-shaped, with projecting bow and stern, fitted up with engines and propeller. At one or either end are a series of steam cylinders, provided with pistons, to the rods of which are secured removable and interchangeable hammer heads or shoes of any desired shape, the heads being changed as the condition of the ice requires. The operation of the device is as follows: The engine being set in motion, steam is admitted to the opposite ends of the cylinders before alluded to. This sets the reciprocating hammers or pounders at work upon the ice, and by a succession of sharp, quick blows they break or crush the ice. Chains, in the meantime, have also been set in motion, and, as they move, their teeth engage with the broken ice, pull it down under the vessel, where, by means of other horizontal chains, it is conveyed to the rear of the vessel and allowed to come to the surface and float out with the current. By providing the vessel with hammers or crushers at each end it may be used either end foremost. The deck of the vessel is covered, so as to protect the occupants of the vessel.

The inventor's claims are that two or more breaking machines, wintering at Three Rivers, could, about the 15th of March, cut their way out of the harbor, and, after smashing up all the ice in the channel for a distance of five or ten miles below that city, work their way up to Montreal by the 15th of April, clearing the channel entirely of ice, and leaving an open passage from Three Rivers to Montreal, 300 feet wide, wholly unobstructed and allowing the increased volume of water and ice to pass freely down to tide-water.

The mode to be adopted would be for the two machines to cut a passage across the whole river and open the channel below Three Rivers. They would be stationed at the outer edge of the ice, facing up stream, about 250 feet apart, so that they would be about 25 feet from the inner and outer sides of the channel. They would then each cut a passage about 20 feet wide for a distance of 100 or 200 feet, and then, turning at right angles, cut through the 250 feet between them, thus leaving a cake of ice 250 feet wide by 100 or 200 feet long to float down to tide water, or it may be towed down by the machines if necessary.

"There is," he says, "no sure cure for floods at and around Montreal but the breaking of the crust of the ice, and thus affording a free passage for the extra volume of water in the spring. No amount of dyking can prevent the floods at Montreal. The whole city front may, at an enormous cost, be raised above the level of the highest water ever known in the St. Lawrence, but that will not prevent floods. It may have the effect of keeping the water out of Montreal, or, at least, out of a portion of the city; but so far from preventing floods, it will only tend to increase and intensify them elsewhere. The water blocked out of Montreal by the dyke must find its vent somewhere, and, unless the natural channel of the river is kept open and the water afforded unimpeded passage to the sea, that vent must be found by overflowing the country on the south shore, opposite Montreal and below it. I claim that by the timely use of a sufficient number of my ice-breaking vessels this natural channel from Montreal to tide-water can be opened and kept open from two to three weeks before the usual period of spring freshets, at a mere fraction of the annual charge which the interest on the proposed permanent dyke will be to the city; and that by adopting this plan not only Montreal but the country on the south shore of the river will be saved from the possibility of the recurrences of such disastrous floods as have afflicted it for many years past."—*Brockville Recorder.*

THE CLEVELAND RIVER BED.

The opening of the old river bed into the protected harbor has been a subject of discussion ever since the breakwater was projected. The additional advantages to Cleveland as a marine port that would be secured thereby are many, and it has always been conceded that the plan was a good one. The board of industry placed this project on the list of the improvements that they would advocate, and a committee was appointed to examine into the feasability of the plan. Not long ago the subject was also brought to the attention of the council. It was referred to the city civil engineer, and presented to the board of improvements. It is as follows:

In reporting on the resolutions of May 20 and July 1, 1887, as to the advisability and cost of opening the old river bed into the harbor of refuge, I would respectfully state that the improvement is a worthy one and one of annually increasing necessity. The extent of its bearing on the general commerce of this port I am not prepared to state, but certainly a large class of vessels and the owners of adjacent lands would be greatly benefited by the improvement. The United States government, while admitting the channel to be worthy of improvement, questions whether it should be made at its expense, and in the adverse report of General John Newton, chief of engineers, October 18, 1884, the statement is made that it is "an improvement more for local convenience than for public necessity or the convenience of general commerce," but I believe that if the city dredges the old river bed and carries the improvement to the present shore line of the lake, the general government can be induced to extend the improvement by means of piers and dredging to the seventeen foot contour in the harbor of refuge, and I have divided the estimate accordingly.

The estimate is based on an opening of 150 feet at the crossing of the Lake Shore & Michigan Southern Railroad Co., and on the assumption that the railroad will construct the necessary pivot span and abutments, and that all docks, with the exception of 100 feet of city frontage, will be done by the owners of adjacent lands.

Approximate estimate of expense to city:

Dredging 106,000 cubic yards at 18 cents	$19,080
Docks, 100 feet, at $25	2,500
For contingencies, 10 per cent	2,158
	$23,738

Approximate estimate of expense to general government:

Dredging 75,000 cubic yards at 18 cents	$13,500
Pier work, (government or private individuals), 2,000 feet, at $22	44,000
For contingencies, 10 per cent	5,750
	$63,250

In my opinion there will never be any current in the old river bed except when caused by rapid fluctuations in the lake level and the closure of the present outlet by ice gorges, as the fall between the junction and the lake being the same in both cases, and the actual distance being the shorter by the present outlet, the latter will have the greater rate of fall and will solicit the flow of the stream.

"Obey orders if you break owners" is a saying often heard among seafaring men; but "Fairplay," in an exchange, gives us a sample of what owners' orders" sometimes are: Scotch ship-owner to his captain: "Time is everything, ye ken. I'm no expectin' ye to sail frae the port befoor ye arrive at it; but get as near daein' that as ye can, and then mebbe we'll hae twa, three bawbee to divide amangst oor shareholders. Aw the same Tamsun, ye maun be canny wi' the coals. Man, but the coal bill last voyage played the verra mischief wi' ma puir een; they've been sair ever sin.' As to the proveesions, weel, I'll no say the crew are gluttons, but their appetite is simply gran'!"

THE POET HAS BEAUTIFULLY SAID."

To the Editor:

Although the proceedings of the convention of Elks, recently held at Detroit, are necessarily secret, the following speech made by Tom. Charleton is too good to keep, and I send it to you for publication:

"Mr. Chairman and gentlemen—The poet has beautifully said, in those words so familiar to you all, but which, unfortunately have escaped me at this moment, he has said—in the words of the poet—the poet—has said—now, gentlemen, I did not expect to be called upon to speak at this banquet tonight,—hence—though I could probably speak better hence than I can here—hence I feel—I mean I find myself—that is to say, you find me—and—and—realizing as I do—happiest moment in my life. Now, I didn't come here to make a speech—"immense applause.

DR. TRIPP'S BLOOD PURIFIER.

Thirty years have passed since this blood purifier was first used, and it has brought health and happiness to thousands who were suffering from blood poison from any cause whatever. It has not been advertised as are the multitudes of pretended remedies which delude so many because they are cheap, the assumed merits of which are proclaimed with so many boastful words. It has frequently been asked, why can not the Blood Purifier be purchased of all druggists? It is that it is not a quack remedy, or patent medicine, sold at a low price, and put in the hands of any vender who will sell it on commission. It is not placarded in every window, and upon boxes, fences, and rocks, nor will it be. It depends upon its intrinsic merits, and the proprietor wishes to have it used by those who can receive directions from himself or his representatives, that when used it may give the cure that is sought by those who are afflicted.

T. H. GOODSELL,
375 Prospect Street, Cleveland, Ohio.

LAKE SHORE & MICHIGAN SOUTHERN

Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
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No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
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No 3, Chicago Express via " ..	§5 20 A M	5 35 A M
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No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
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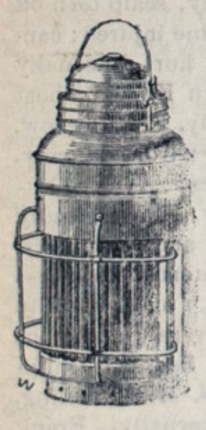

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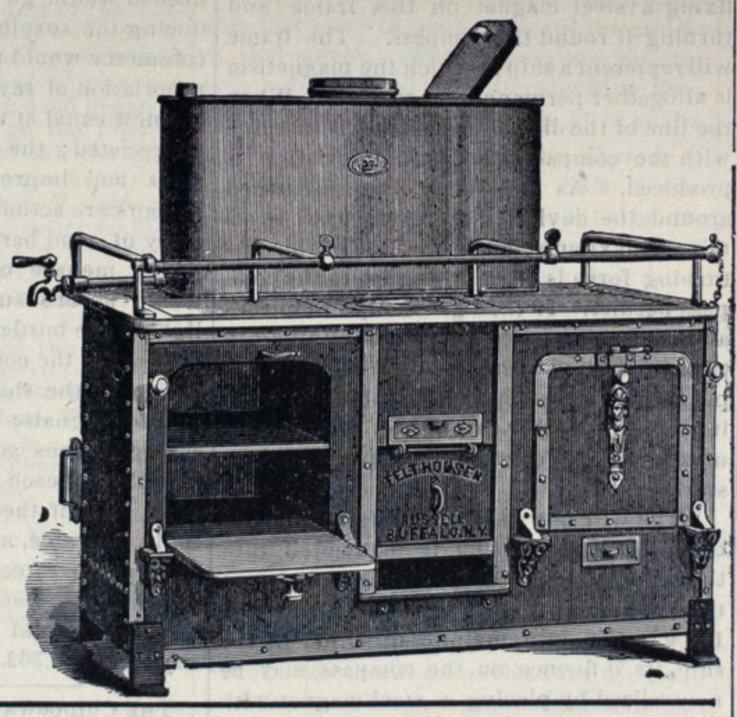

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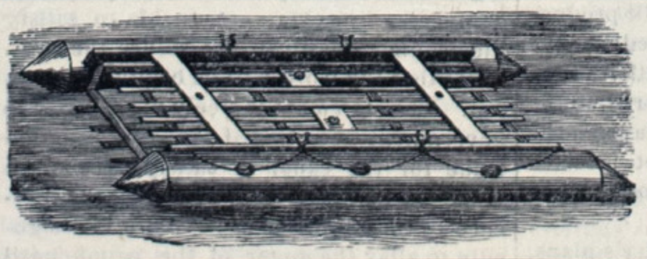

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, AUGUST 11

RETENTIVE MAGNETISM.

The custom of turning an iron ship around as soon, or soon after, she is launched, has been observed and commented on by witnesses and the reason sought after. The ship's head is turned in the opposite direction from that in which she was launched for the purpose of depriving her of a great amount of the magnetism that has been hammered into her. That is, an iron ship which has been built with her head magnetic north has acquired a blue magnetism strongly at the upper part of the stern, while the low part of the bow acquires red magnetism strongly. Between these extremes there is a neutral zone running from the upper part of the bow to the keel near the stern post, and the intensity of the magnetism gradually increases toward this zone. In such a ship the north point of the compass will be attracted toward the stern and the south point toward the bow. If we build a ship with the head magnetic south these conditions are reversed. With a ship built head east or west the whole upper part will have blue magnetism and the lower part red magnetism, but in the former case, the starboard side being farther from the north, will be more powerfully blue than the port side, so that the north point of the compass card will be attracted to the starboard side; whereas, with the ship built head west the port side will be more powerfully magnetic than the starboard side and the north point of the compass will be attracted to the starboard side.

It was Dr. Scoresby who first called attention to these facts, and they have since been brought out by a paper, read before the society of arts by Prof. Bottomly, of the university of Glasgow, Scotland, from which the commissioner of navigation makes the following extract:

"The resultant of all the magnetism thus acquired gives rise to a single disturbing force of the same character as that which would be produced by a permanent steel magnet. I have spoken of this part of the magnetism of the ship as permanent magnetism. It is permanent in direction, but it is liable to change in amount with time, especially so when the ship is new. The change is greatest just after launching, and if the ship is then turned around and kept with her head in the opposite direction to what it was before launching, a large part of the magnetism which is not firmly hammered into the iron will be lost. It is most important that every new ship after launching should be turned around and kept with her head in the opposite direction while fitting out for sea, so that she may lose as much as possible of the magnetism which has not been firmly hammered into her before having her compasses adjusted. This is a matter which is very much overlooked at present. It is most desirable that naval architects or others who superintend the construction of iron ships should insist on having it done. I would suggest that a clause should be added to all the contracts for new ships, that after launching the ship should be turned around and kept while fitting out with her head as nearly as possible in the opposite direction to what she was on the stocks. I have known many cases where this has not been attended to, in which the magnetism changed so much within a few days as to cause serious inconvenience and danger in the navigation of the ship. One instance which came under my notice a few years ago will show the importance of having the ship turned around. A large passenger ship was built with her head nearly south, and fitted in the same direction. Her compasses were carefully adjusted, and after that she remained swinging to her anchor in a tide way, so that her head turned to different directions each tide for a week. Before she left for her first voyage, I went on board to ascertain the errors of her standard compass, as I expected to find a considerable change. I found on some points there was as much as 10 degrees of difference of error from what there had been a week before. The ship by swinging to her anchor for a week had lost an amount of magnetism sufficient to produce an error of 10 degrees on the compass. Since that time several other ships similar in every way have been built by the same builders for the same company, but they have been turned around after launching, and there has been comparatively little change in their magnetism. The importance of this was pointed out thirty years ago by Dr. Scoresby, and recommended by the late Frederick Evans, but shipbuilders and others are in much need of being reminded of it now.

"The effect of the magnetism of the hard iron is to produce an error on the compass which vanishes when the ship's head is on two opposite points, and attains a maximum amount in each semicircle as the ship turns around.

"It has, therefore, been called a semicircular error. I may illustrate the effect of the permanent magnetism of the ship by fixing a steel magnet on this frame and turning it round the compass. The frame will represent a ship in which the magnetism is altogether permanent magnetism. When the line of the disturbing magnet is in a line with the compass needles no deviation is produced. As the ship's head is turned around the deviation increases until it attains a maximum, when the line of this disturbing force is at right angles to the compass needles. It then gradually diminishes and again comes to zero. Continuing to turn the ship, we find a deviation again appears, but in the opposite direction to what it was in the other semicircle. It attains a maximum, and comes to zero at the place of starting.

"You will now readily understand that as this magnetism, which is hammered into the hard iron of the ship, gives rise to forces the resultant of which is a single magnetic force acting in a definite direction in the ship, its influence on the compass may be neutralized by placing a steel magnet with its poles in the opposite direction at such a distance from the compass that it will exactly counterbalance the magnetism of the ship. This is one of the plans which Sir George Airy proposed in 1838, and which is used for correcting the standard compasses in the navy. The amount and direction of the ship's permanent magnetism at the position of the compass is first determined. A steel magnet is then selected, and the distance found by trial where it will produce the same force on the compass needle as the ship's magnetism does at the position of the compass on board. A hole is bored in the wooden stand at the right distance from the compass needle and the magnet inserted with its poles acting in the opposite direction to the ship's magnetism.

"The second of Sir George Airy's plans, and which is the simplest and most convenient, is generally adopted in the merchant service. It is to apply two magnets, one set fore and aft and the other set athwartship to counterbalance the fore-and-aft and thwartship component of the ship's magnetism."

A PITTSBURGH firm has contracted for the manufacture of $1,200,000 worth of steel ties to be used on a railroad in South Carolina.

GOGEBIC ORE.

A dispatch from Milwaukee says that the stockholders of five Gogebic iron mines, known as the Burton properties, have transferred them to the Bessemer consolidated iron company, of New York, of which ex-Senator Stephen W. Dorsey was elected president, Jesse R. Grant, secretary, and ex-Assistant Secretary of the Treasury Charles L. Coon, treasurer. The price paid for the five mines was $2,320,000. The consolidated company has a capital stock of $7,500,000, and has made a five year contract with the Great lakes steam shipping company, which will build fifteen steam vessels to carry ore from Ashland to Cleveland. The company contracts to ship 800,000 tons per annum.

The mining property will be paid for as fast as the consolidated company's stock is disposed of in New York, John E. Burton to act as trustee for the stockholders. A similar deal has been worked with the Moore, Benjamin & Co., proprietors, the Lake Superior consolidated iron mine company, headed by ex-Secretary William Windom, securing ownership. It is now said to be the intention of these two consolidated companies to unite their forces and operate the mines as one institution, and going still further, found the most extensive transit line, to be known as the Great lakes steamship company, that was ever formed for traffic on the lakes. In case these promises are carried out it will be necessary to greatly enlarge and improve the facilities at Cleveland port and this can not well be done unless the facilities offered by the breakwater basin are utilized and dock room constructed out to the seventeen foot contour. This is probably the object which the iron company has in view and adding to this the dock room which may be acquired by the extension of the east arm of the breakwater. Both of these systems of docks will be in close proximity to railroads and will prove very valuable to the industries of Cleveland.

THE SURPLUS.

All manner of schemes have been aired to reduce the surplus in the treasury of the United States, and an inventor will soon be called for, probably, with a large reward or prize attached to the call. A good and common sense way to reduce the surplus a trifle, and we will not expect any prize for the suggestion, is for the government to take more intereat in the navigation interests of the country. Let it authorize the improvements asked for rivers and harbors. The lakes, rivers and seacoast improvements needed would go in a measure toward reducing the surplus, and legitimate good to commerce would result. An immediate appropriation of say, seven million dollars for the new canal at the Sault would be highly appreciated; the several breakwater extensions and improvements at various lake harbors are actual necessities; the dredging away of sand bars and the blasting of rocks which menace our ships at many points would absorb sums of money that might lighten the burden of the money bags in the treasury; the construction of aids to navigation in the shape of lighthouses, buoys, and fog signals; the building of new life saving stations at all points where needed, and placing each crew on pay for the entire year. All of these improvements are essentially desirable, and would be of great benefit to the greatest interests of the country, commerce. Let the surplus be reduced to this end. Total surplus cash in the treasury, $456,304,362.

THE Chippewa County News says: The persistent impatience of the people at the Canadian Sault with respect to the new canal has had the effect of quickening the ideas of the government. Early in the week it was proposed to send down to Ottawa a delegation to urge action in the matter, but no sooner had this become known than the engineers were dispatched to the Sault, the government no doubt fearing to further exasperate the people. The engineers, however, are unable to satisfy the people; they can not assure the residents that the work will be begun this season. The statement is freely made that the government has utilized the appropriation made for the canal in satisfying the demands of political friends and that the presence of the engineers at the Sault is designedly to allay the anger of the people until they can vote another sum at the next session.

IN order to get the Gogebic and Menominee range Bessemer ores into wider use at the east, which has been prevented in part by the high rate of lake charters and other causes, it is reported that a syndicate is about to be formed, with $25,000,000 capital, which will build eight iron steamships of 2,000 or 2,500 tons for the transportation of their ores. "Contracts are now being negotiated with the several lines of railroad tapping the lakes at Erie, Buffalo, and Cleveland, and extending down into Pennsylvania. In this way they expect to land their Bessemer ores in the heart of Pennsylvania in direct competition with the ores now used. There are about sixty mines on the Gogebic range, of which fifteen are shipping ore. In the Menominee region adjoining from twenty-five to thirty are being actually worked."

IT is safe to say that there will be more fine steamers built at Cleveland during the next twelve months than at any other shipbuilding point in the United States..

ACCIDENT AT A LAUNCH.

By a peculiar accident at the launching of the huge steamer Wm. H. Wolf, at Wolf & Davidson's shipyard Saturday afternoon, three persons were killed outright several others fatally injured, about twenty badly hurt and a large number of others less seriously injured. About 3,000 people had gathered to witness the launch. The docks were lined, vessels were crowded, and every scow and lumber pile was black with spectators. Directly opposite the vessel was the large coal dock of the Northwestern fuel company. It is a roofed dock, with huge derricks for unloading coal. Upon the roof of this coal shed nearly 100 people had assembled. The view from that point was a fine one, as the vessel moved directly toward the dock. As the Wolf struck the water her port bilge was buried deeply in the black water of the slip; then she recovered and rolled heavily to port. The water displaced by her hull rose like a tidal wave and swept over the coal dock and up towards its roof, causing a cloud of coal dust and spray. The supports of the dock were insufficient to withstand the force of the wave, and about forty feet of the shed went down with its living freight.

Instantly the shed went down, there was wild excitement on the deck of the steamer. A scene of indescribable confusion ensued, but a few cool headed people at once set to work to rescue the people thrown into the river those buried in the debris of the platform. Patrol wagons were summoned and express wagons turned into ambulances, and the dead and injured were carried away. Owing to the fact that many cases of injuries were not reported, the unfortunates being hurried home in carriages by relatives and friends, it is impossible to ascertain the full extent of the accident. As far as known the list of dead and badly injured embraces the following:

The dead are: Ed. S. Zerbell, aged 15, killed outright; head crushed and body mangled. Charles Walwig, 22 years old, killed by injury to head and back. Thomas Denister, 20 years old, head crushed.

The injuried are: Kenneth McKay, 20 years old, injured internally and not expected to live. Mrs. Marley, scalp torn off the back of the head and spine injured; cannot live. Frank Althofer, hurt internally and life despaired of. John Knack, a boat builder, badly hurt internally. F. L. Boerow, bookkeeper for Northwestern iron company, left leg broken in two places. A. D. Whitcomb, leg broken. Henry Ehlers, badly injured about the back and shoulders. Theodore Klatt, severe internal injuries; may recover. Wm. Knack, a molder, badly hurt about the hips and severely cut about the head and face. F. L. Barrows, thigh broken and internal injuries. Mrs. Freeling, of Kansas City, injured internally. Frank Allcover, hurt in the chest and otherwise injured. Arthur Coughlin, bookkeeper for Greene & Button, and Patrick Kinsella, an employe of the same firm, internally injured. Andrew Kaufmann, hip injured. John Leisenfelder, leg broken. John Martin, extent of injuries not known, but probably will recover.

About a dozen people were thrown into the river, but were rescued by the life saving crew and boatmen, whose craft swarmed in the river. People who were on the platform that gave way say that before they could realize anything except that there was a crash they were up to their necks in water. Those who failed to grasp anything were swept into the river by the receding wave.

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THE TWO LARGEST TUGS HERE.
Office 19, Madison St., Toledo, O.

WANTED.

We have a customer who wants to purchase a small steambarge. Address, stating price and terms, THE MARINE RECORD, Cleveland, O.

FOR SALE OR TRADE.

I have for sale, or trade for real estate, three good barges, 500M, 350M, 250M respectively, all in first-class shape. Address ED J. KENDALL,
Marine Reporter, Port Huron.

LAUNCH OF THE STEAMER W. H. WOLF.

The great steamship WM. H. WOLF was launched from the shipyard of Wolf & Davidson Saturday afternoon at 4:30 o'clock. Her length of keel is 284 feet; length over all 308 feet; breadth of beam 39 feet at the bilge and 41 feet on deck; molded depth 24½ feet. The latter includes the molded depth of the floor frames, which is 17 inches. The frames are molded out of six inch flitch, with an extra floor timber to each frame extending from three to five feet above the turn of the bilge. Each frame is carried up to the main rail, no stanchions are used. The main keelson is composed of five courses of square timber, built up to a height of 32 inches and thoroughly fastened together. The width on top is 52 inches. In addition to this main keelson there are five assistant keelsons on each side, placed at interva's between it and the bilge, composed of 10 and 12 inch square timbers, and carried to a uniform height of 32 inches. Upon these rests the floor. The thickness of keel is 9 inches. Then comes one garboard of 7 inches and two of 6 inches—the remainder of the bottom and outside planking having a uniform thickness of 4½ inches. The ceiling, composed in the main of Georgia pine, is 6 inches thick. The deck beams and decks are also of Georgia pine, an article much used in the construction of seacoast vessels, but never before so largely brought into requisition on the lakes. The oak timber selected for the ship came mainly from Indiana and Kentucky, and is remarkable for its great length and fine quality. The same may be said of the Georgian pine. The timber of the great ship is literally bound together with steel. An inside and outside chord eighteen inches wide and five-eighths of an inch thick follows the frame height from stem to stern, and is fastened to angle iron cappings. Below this is another cord twenty inches wide and five-eighths thick, running from stem to stern, somewhat in the shape of an arch. Then comes a diagonal cross strapping of 5 by ½ inch steel, running from below the bilge to the upper outside cord, the whole being firmly tied together with ⅞ inch bolts. All the iron entering into the bolting is heavier than that ordinarily used. One of the new features of the craft is in the timbers. Instead of the old style notching of the frames, waterways are grooved into the outer one of the six inch garboard strakes. In the matter of ventilation everything is simply superb.

The engine and boiler of the Wolf are from S. F. Hodge & Co., of Detroit. The former is a triple expansion, cylinders 20, 32, and 54 inches, with a 42 inch stroke. The two boilers are of Scotch pattern, 10½ feet in diameter by 11½ feet long, calculated to carry a working pressure of 160 pounds of steam. The engine will turn a wheel 13 feet in diameter. The windlass and capstan will be worked by steam and are from the American Ship Windlass Co., Providence, R. I. She has steam steering gear, and all of the hoisting apparatus is by steam. The boiler house is of iron. As to the upper works of the fine craft, they will be arranged in nearly every respect similar to those of the Roswell P. Flower.

The carrying capacity of the Wolf may exceed 90,000 bushels of wheat, or 2,600 gross tons of iron ore. The above certainly are inside figures, according to good judges. A feature of the launch was that it occurred on the eve of Mr. Wolf's fifty-ninth birthday.

Captain Edward Casey, will command her, James Mooney will be first mate and H. N. Wadleigh first engineer. She will be ready for sea in about a month. W. H. Rounds, Captain Wm. Johnson, James Mowatt and James Bates and your correspondent, went from Chicago to witness the launch.

THE AUGUST NUMBER OF HARPER'S MAGAZINE is peculiarly timely and attractive with its abundance of vigorous articles upon the leading subjects of the day. The place of honor is fitly occupied by Miss Welch's description of the historical and natural charms surrounding Niagara, suggesting several delightful tramps in that romantic neighborhood for geologists and other ramblers. A profusion of engravings illustrates the article. Followers of Neptune will enjoy the study of sails which Robert C. Leslie provides under the title "Sea Wings," with sixty-six drawings of the various styles of rigging evolved in the progress of nautical arts. G. O. Shields writes for sportsmen on "Hunting the Grizzly." Three illustrations, by J. C. Beard, accompany his text. A thrilling narrative of the "Buccaneers and Marooners of the Spanish Main" is begun by Howard Pyle, illustrated by his own paintings, one of which, "On the Tortugas," is the frontispiece. The second and concluding portion of this dramatic history will appear in the September number. Barnet Phillips' summer story, "A Fisherman's Mate," is a clever romance, skillfully illustrated by C. D. Weldon. The serials "April Hopes" and "Narka" are developing strongly. The number is unusually rich in poetry from half a dozen well known favorites.

LAKE FREIGHTS.

Freights remain firm and strong with an advancing tendency. Tonnage to Escanaba is scarce, as is also lumber and coal tonnage, and the demand is active. Vessels placed for cargoes yesterday were schooner F. A. Georger, hard coal, Erie to Milwaukee, $1 free; schooner Bell Hanscomb, coal, Sandusky to Portage, $1; schooner Mt. Blanc, coal, Ashtabula to Milwaukee, 90c. We quote:

ORE.	
Escanaba to Chicago	1.00
Escanaba to Ohio ports	1.50
Marquette to Ohio ports	1.85
Ashland to Ohio ports	2.25
Two Harbors to Ohio ports	2 50
GRAIN.	
Wheat, Duluth to Buffalo	5½c
Corn, Chicago to Buffalo	2¾@3c
Wheat, Chicago to Buffalo	3@3¼c
Wheat, Milwaukee to Buffalo	3¾c
Wheat, Detroit to Buffalo	2¾c
COAL.	
Buffalo to Milwaukee	1 00
Buffalo to Chicago	1.10
Buffalo to Duluth	75c
Cleveland to Milwaukee	90c
Cleveland to Chicago	1 05
Cleveland to Duluth	85c
LUMBER.	
Bay City to Tonawanda	$2.25
Bay City to Ohio ports	2 00
Saginaw to Tonawanda	2 37½
Saginaw to Ohio ports	2 12½

AHOY! MARINERS!

The beacon light, which guides you safely in the harbor of pecuniary advantage is the Boston Dry Goods firm of *Kohn & Co.*, 213 Detroit st., near corner Pearl st., Cleveland, O., established since 1866 in this city, informing you of our specialty in supplying vessels with ☞ *Comfortables, Blankets, Table linen, etc* and that we *sew to order* at *shortest notice.* ☜ *Sheets, Pillow cases*, or any necessary equipments for bedding.

☞ We are also pleased to inform you that we are the *only* manufacturers in this city who retail direct to consumers, none but *our own genuine home-made* ☞ *Flannel Shirts, Waterproof Shirts, Scarlet Flannel Undershirts* and *Drawers, Overalls, Jean Pants*, etc., or ☞ *make them to order* ☜ for the same price we sell them ready-made. ☞ All our Shirts are 52 inch wide, 36-inch long, extraordinarily well sewed. ☜ The *Custom Cutter*, associated with our merchant tailoring department offers to make *Gents' finest Cassimere, Broadcloth Suits*, in the *latest style*, guaranteeing the best fit and fine workmanship ☞ *for $8 less* ☜ than any other merchant tailor, because he has *no Rent to pay, does his own cutting*, and wants *to advertise himself.* Kohn & Co., 213 Detroit st., near corner Pearl, Cleveland, O.

A number of yachts left New London for Newport on the 4th, among the number being the Volunteer, Puritan, Atlantic and Mayflower. Great interest was felt in the sail, as it would afford some test of the Volunteer's powers. Though she was slow in getting out of the harbor, and lagged behind the Puritan three-quarters of a mile, she made up for it as soon as the wind began to freshen. She then gained on the Puritan rapidly, and passed her almost as if the latter had been standing still. All the yachts behind the Volunteer fell back as if suddenly becalmed, though they were really making good time. Nothing like the Volunteer was ever seen in these waters. On passing Stonington the Volunteer was one-half to a mile ahead of the Puritan. The Mayflower had caught and passed the Atlantic, but the distance between her and the Puritan had not lessened. At Newport the yachts arrived in this order: Volunteer, 6:06 p. m.; Puritan, 6:12 p. m.; Atlantic, 6:20 p. m., followed by the Titanic, Gracie, Bedouin, Huron, Mayflower, Cinderella, Sachem, and Grayling. The Mayflower was nearly a mile behind the Puritan.

[*Around the Lakes Continued from 1st Page.*

TOLEDO.

Special to the Marine Record.

The past week has been a lively one in grain business here, the prevailing rate being 2¾ cents on wheat to Buffalo. The schooner W. H. Rounds took a cargo of wheat to Ogdensburg at 6½ cents.

Three cargoes of ore have been received here during the past week. Something new for this place, the N. C. Holland, Nellie Mason, and steambarge Kasota.

Very little coal is being shipped from here now, shippers not being able to get tonnage.

The captain of the Canadian tug Jessie sighted something near the black can which proved to be the body of a well-dressed woman. The body has not yet been identified. Some think it might be the body of either one of the victims of the Phil Walters disaster or the Detroit disaster, but it is not probable that it is either one.

The tug Pathfinder, of this place, was formerly the J. A. Crawford. H.

CHEBOYGAN

The barge Sumatra was released from the the Skillagalee reef Monday night by the tug Champion, apparently uninjured.

The scarcity of vessels restricted shipments during July and there is a vast quantity of lumber on the docks. Shipments for the season thus far are 42,000,000 feet lumber and 7,000,000 shingles.

PORT HURON.

Special to the Marine Record.

The barge Burnsides, recently purchased by Thompson, Chilson & Co., is nearly completed. She will be in fine condition, entire new frames from light water mark up, part new decks, etc.

The tug O. W. Cheney left here for Escanaba to tow the schooner C. H. Burton down, she having sprung aleak while loading ore.

As I look over Marine Reporter Kendall's book I notice particularly the passage of the Cuba and Donaldson. They appear on the books as often as any tow that passes through the river and trades to Duluth.

Captain John Cornwell and others have purchased the Mystic from Sandusky parties. She is a fine tug, but there are more small tugs here now than can live. Some of them will get left when they come to figure up next fall; it will fall short of what they expect.

The schooner D. Provost was libeled here on a claim for ship-keeping. The captain settled and the schooner proceeded on her way to Houghton with a load of bricks.

The scow Ino has just come out of Dunford & Alverson's drydock, where she was recalked, received a new center box, new frames, etc., and is now all o. k.

The steambarge Rudolph was sold by J. W. Porter, of this city, to A. E. Banks, for $18,500 cash. She is a fine barge for the Lake Michigan trade, for which she will leave as soon as the papers are fixed up.

Barge Iceman has been in Dunford & Alverson's drydock for a general overhauling.

Captain Kendall, of the tug O. W. Cheney, says: "Since I put on the new Trout wheel my tug has done one-third better work on 30 per cent less fuel. I wish I had put it on two months ago. It would have more than paid for itself in fuel alone."

The R. R. Rhodes and Samuel Mather passed here, about two hundred feet apart, the Rhodes ahead. Both boats were straining every nerve to get to the front.

JAY.

BUFFALO.

The propeller R. P. Flower takes a new master this trip. Captain Tinney, who brought her out, leaves her to take charge of Vance's new boat, now building at Cleveland, and Captain R. R. Graves goes in the Flower. Captain Graves has lately been sailing the James Pickands during the temporary absence of her master. The new boat is billed to come out September 1, but some delay in her machinery makes it probable that she will not get out till the middle of that month. The engines are building here by Trout, and the boilers by Riter Bros. Captain Vance is here to look after affairs.

The cause of the leak in the schooner C. H. Burton, which came here from Cleveland to be docked, was found to be the working out of about six feet of oakum under her garboard strake. Her hull is not injured. Captain MacArtney, who sailed her last season, and owns an interest in her, goes up with her to Milwaukee.

The Express says: It has been reported that Captain John Perew is to quit the steamer J. B. Lyon and remain ashore to superintend the construction at Cleveland of a large steambarge for Captain Frank Perew. The latter gentleman says pointedly that the Quayles do not need watching, and Captain John will remain on the Lyon to the end of the season. Captain Frank adds that the Quayles built the Lyon without watching; "and where will you find a better one?"

Captain M. M. Drake has been to New York this week, and while away held a consultation with the Lackawanna authorities in regard to the proposed line of steamers.

Hawgood & Co., of Bay City, libeled the lumber cargo of their barge S. Clement, which she brought from Alpena for Hand & Co. Action was on account of a disagreement as to rate of freight. Vessel claims $2.50 and consignees refuse to pay but $2.25. Matter is unsettled and lumber is in the marshal's hands. There is six hundred thousand of it.

ERIE.

The striking longshoremen, of this city, yesterday submitted a proposal to the managers of the Anchor Line Co., to submit the dispute to the arbitration of Hon. Joseph Burns, Erie, ex-member of the state legislature. The proposition was accepted and the first arbitration meeting was held last night without reaching a conclusion. But the Anchor Line Co. goes on with the work of building a big house on the docks under contract to finish in six days ostensibly for a boarding house for new men the company previously arranged to bring here to replace the strikers.

DETROIT.

The Free Press says: Thos. McGregor & Sons have shipped to Trenton two immense boilers, to be placed in a steamship now being completed there by John Craig, for J. C. Gilchrist, of Cleveland. Each one is ten feet in diameter and eleven feet long, and both are built of inch steel, the first boilers ever constructed in Detroit of that thickness and strength. Two similar boilers are almost completed by McGregor & Sons to go to Bay City for a steamship there. They are also an inch thick. The cost of the four will aggregate $20,000.

The steambarge Ruby has been threatened with prosecution for the drowning of W. J. Cunningham, near Mt. Clemens, for not having a pilot on board the lighter.

The barge Sunbury has been purchased by Captain Frideau, who has chartered her to carry lumber during the present season from Oscoda to Detroit.

FRANKFORT.

Special to the Marine Record

Propeller John D. Dewar has resumed her route between Manistee and Frankfort. The suit against her in admiralty court was dismissed.

The schooner Robbie Knapp, with slabs, left Sheboygan on the 2d. She sprung aleak and made water fast. The crew jettisoned her deck load, but she waterlogged at midnight. A squall afterward capsized the schooner. The crew took to a yawl and drifted about until Wednesday, when they were picked up by the schooner Rob Roy and were finally landed at Frankfort. The tug Pottowatomie, Captain Smith, at once started in search of the vessel, found her in midlake, and towed her into Frankfort harbor, where she will be raised. Captain McCausland wishes to express his thanks to Captain Miller and the crew of the Rob Roy for their assistance in rescuing them in time of peril.

Tug John Cowan has steamed up and will engage in towing soon. BURMEISTER.

EAST SAGINAW.

The Flint & Pere Marquette Railroad Co. have decided to build another passenger and freight steamer, with larger and better appointments than the other boats of the line have, to be placed on the Lake Michigan route between Chicago, Milwaukee and Ludington. The boat will be 225 feet long, 45 feet beam, and 16 feet depth of hold. It will cost $130,000, and will be known as the F. & P. M. No. 4. The contract will be awarded in a few days, probably to the Detroit Drydock Co.

MARQUETTE.

There were shipped by lake from the mines of Lake Superior during last week 208,328 gross tons of iron ore, this "beating the record" to date. The total for the season has now reached 2,111,429 tons, the gain over the shipments at the corresponding date in the season of 1886 being 439,197 tons, Escanaba 993,965 tons, St. Ignace 44,518 tons, Ashland, Wis., 507,141 tons and Two Harbors, Minn., 156,984 tons. By ranges the shipments have been as follows: Marquette range 890,987 tons, Menominee range 556,316 tons, Gogebic range 597,141 Vermillion range 141,737 tons.

ASHLAND.

The side-wheel steamer City of Ashland took fire and burned to the water's edge about six miles from here on Monday. She was on her way from Bad river with a raft of logs for the Superior Lumber Co. A crew of six were on board, five of whom were picked up by tugs from here and Washburn. The other is supposed to have been drowned. The City of Ashland was built here by Captain B. Doherty, of this city, in 1883, who was sailing her Monday. She was bought from Captain Doherty by the Ashland Tug Co. this spring, and was valued at about $8,000. Those on board say the fire broke out near the boilers, and the boat was in a mass of flames in an instant. A lifeboat was on deck of the steamer, but it was impossible to lower it to the water on account of the flames, so all on board were obliged to jump overboard.

SAND BEACH.

Special to the Marine Record.

The following craft were in harbor the past week, waiting for tows, bound down: Tugs Orient, M. D. Carrington, H. A. Ballentine, Mollie Spencer, and Continental.

The tug Champion, bound up for a raft, broke her crank braces, and returned to Detroit for a new set.

A severe northeaster Friday night drove the Weston and two barges and the Iron Chief and consort in for shelter. Schooner John Schuette also came in during the blow. The gale played sad havoc with rafts. The Schoolcraft came in Saturday, minus about one-third of her raft of long logs, and later the John Martin arrived with a raft of short logs, put on seventy tons of coal, repaired damages to her raft, and passed down.

LUFF.

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VESSEL AGENT AND BROKER,

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Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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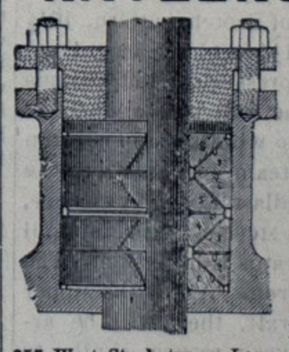

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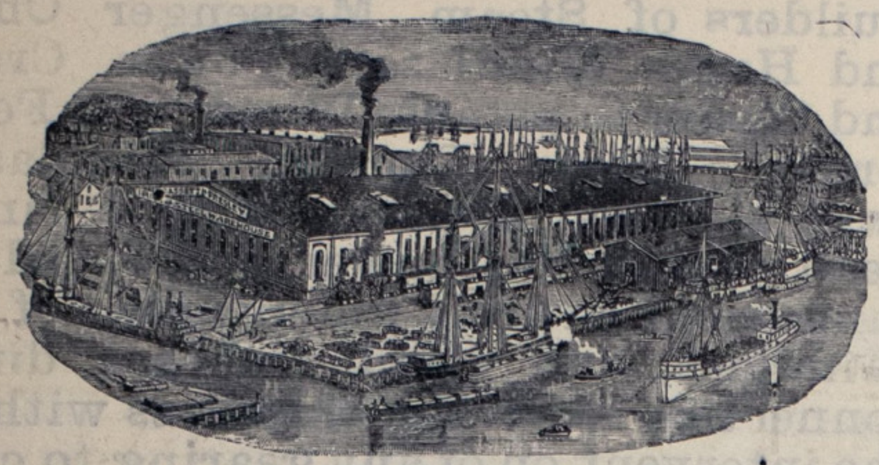

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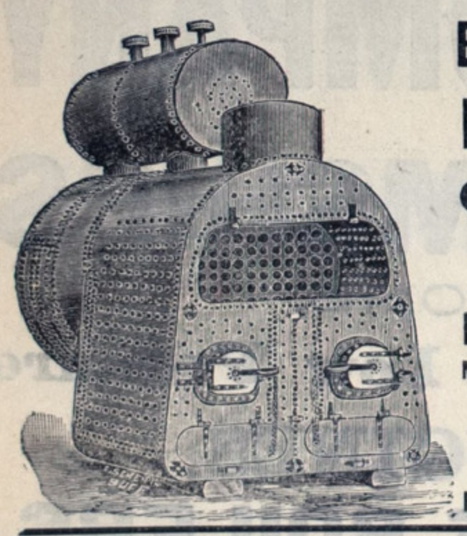

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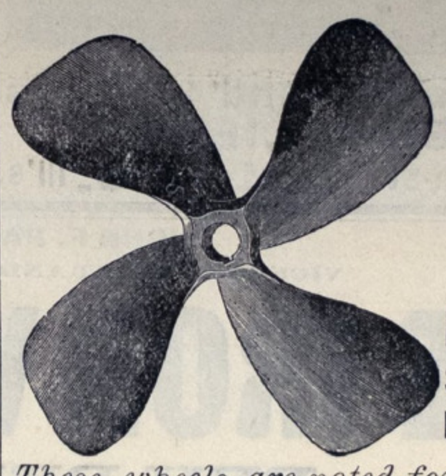

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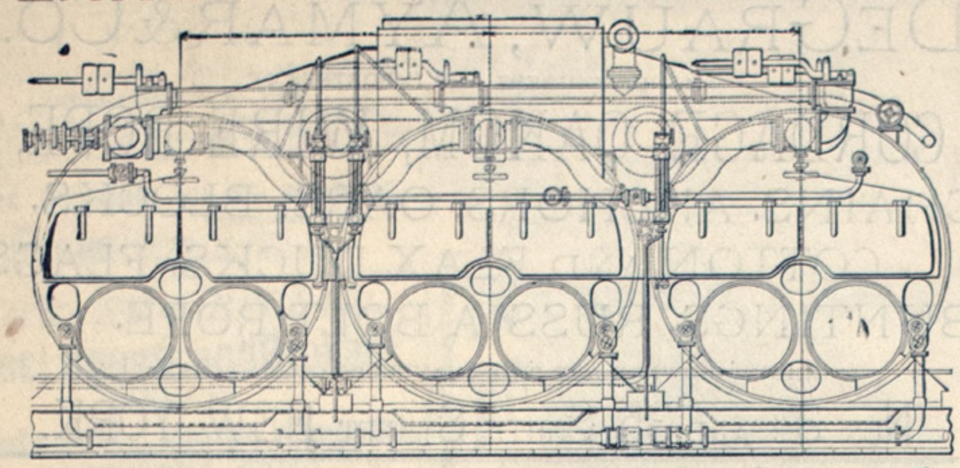

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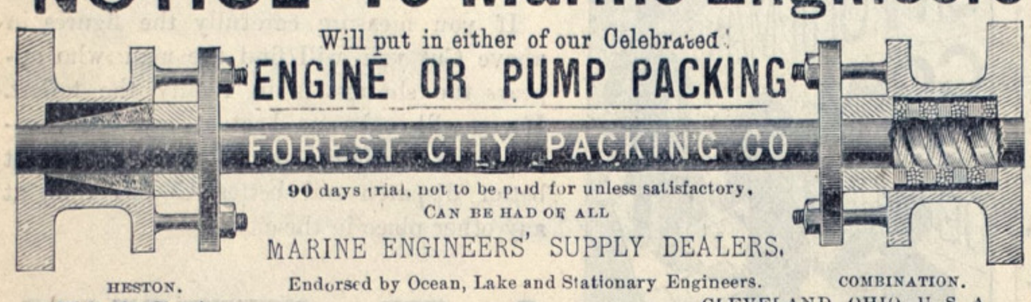

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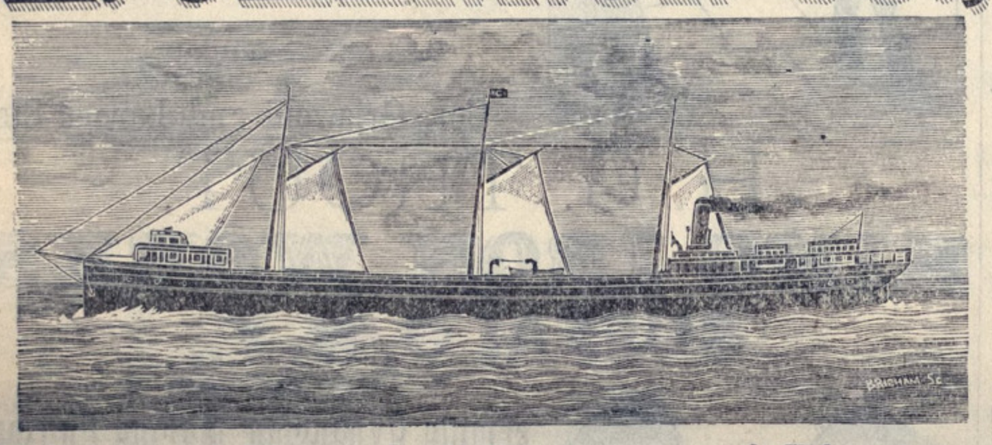

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